

Top Secret

25X1



NATIONAL PHOTOGRAPHIC
INTERPRETATION CENTER

BASIC
IMAGERY
INTERPRETATION
REPORT

CHENG-TU AIRFRAME PLANT 132 (S)

25X1

STRATEGIC WEAPONS INDUSTRIAL FACILITIES
PRC
SEPTEMBER 1978

Top Secret

25X1

RCA-09/0024/78
COPY 9

25X1

Page Denied

Top Secret RUFF

25X1

INSTALLATION OR ACTIVITY NAME					COUNTRY
Cheng-tu Airframe Plant 132					CH
UTM COORDINATES NA	GEOGRAPHIC COORDINATES 30-42-24N 103-57-44E	CATEGORY	BE NO.	COMIREX NO.	NIETB NO.
MAP REFERENCE SAC. USATC, Series 200, Sheet 0495-7, scale 1:200,000					
LATEST IMAGERY USED		NEGATION DATE (if required)			
		NA			

25X1

25X1

ABSTRACT

- (TSR) This report discusses construction observed from July 1974 through early August 1978 at Cheng-tu Airframe Plant 132 and reviews the FISHBED aircraft production from 1970 to date. It updates NPIC report [redacted] dated December 1974, which substantially satisfies the basic reporting requirements for this target.
- (TSR) The FISHBED is produced at Cheng-tu Airframe Plant 132. Production of this aircraft was suspended in mid-1972 and appears to have resumed in early 1977. The plant also performs major overhaul and modification on the FRESCO aircraft.
- (TSR) The first major construction program since 1964 began in 1977. This construction includes a large hangar and two large shop buildings. Upon completion, the construction now underway will add at least 19,831 square meters of floorspace to the plant.
- (S) This report includes two annotated photographs, a table of mensural and chronological data, and a graph showing FISHBED production.

25X1

INTRODUCTION

- (S) Cheng-tu Airframe Plant 132 is 6 nautical miles (nm) northwest of Cheng-tu in the People's Republic of China (PRC). It was built under Soviet guidance in the late 1950s in conjunction with Cheng-tu Aircraft Engine Plant 420 [redacted] 2 nm southeast of the city. This report updates a previous NPIC report.¹

25X1

- (TSR) The FISHBED aircraft is produced at Cheng-tu Airframe Plant 132, which also performs modification and general overhaul on the FRESCO aircraft. The history of FISHBED production has been erratic from the start. The Soviets had provided an unknown number of FISHBEDs to the Chinese prior to their withdrawal of technical assistance in 1960.² However, the FISHBEDs were not observed at this plant until November 1968. The first indication that the FISHBED was in series production was on [redacted] when ten FISHBEDs were observed at the plant's flyaway airfield, Cheng-tu/Wen-chiang Airfield [redacted]. The subsequent FISHBED production program is discussed in the production section of this report.

25X1

25X1

BASIC DESCRIPTION**Construction**

- (TSR) A major production-type building program has been in progress since the spring of 1977. This construction is the first large-scale plant expansion since 1964. Most of the new buildings are along the west side of the plant, adjacent to the flyaway airfield (Figure 1). These structures include a hangar (item 4, Figure 1 and Table 1), a three-bay shop building (item 6), footings for a large shop building (item 5), and five support buildings (items 3 and 7 through 10). Other construction at the plant includes footings for a probable storage building (item 1) in the transshipment area and a probable administration/service building (item 2) in the early stage of construction outside the main entrance to the plant.

25X1

Top Secret RUFF

*Table 1. Construction Observed at Cheng-tu Airframe Plant 132 Between
Mid-July 1974 and Early August 1978
(Keyed to Figure 1)*

This table in its entirety is classified TOP SECRET RUFF

Item	Function	Dimensions (m)			Floorspace (sq m)	Date First Observed	Remarks
		L	W	H			
1	Prob stor bldg ucon				1,890		
2	Prob admin/service bldg ucon				1,364		
a					309		
b					650		
3	Support bldg ucon				3,253		
4	Hangar ucon				61		
a	Hangar bay				61		
b	Shop sect				61		
c	Shop sect				424		
d	Shop sect						
5	Shop bldg ucon						
a	Shop sect						
b	Engr sect						
6	Shop bldg ucon				6,935		
a	Shop sect				460		
b	Engr sect						
7	Support bldg ucon				2,121		
8	Support bldg ucon				1,014		
9	Support bldg ucon				761		
10	Support bldg ucon				528		
Floorspace under construction early Aug 78					19,831		

25X1

8. (TSR) Plant expansion was first indicated when footings for the new hangar were seen in April 1977. Construction on the two shop buildings began shortly thereafter-one in August, the second in October. The hangar and one shop building are now nearly externally complete. Construction on the other shop building (item 5) has proceeded at a slower pace; only the footings were in place when last seen in early August 1978. The five small support buildings are in various stages of construction. The dates construction started, all within a short interval of time, and the location of a majority of the new buildings suggest that the PRC either may be expanding the FISHBED production program or may be preparing for a future aircraft program.

9. (TSR) No major changes have been observed at the Cheng-tu/Wen-chiang Airfield, the flyaway airfield for the plant. The combined floorspace of buildings at Plant 132 and its associated flyaway airfield reported in July 1974 was approximately 254,720 square meters. Upon completion, the construction now underway will add at least 19,831 square meters of floorspace to the plant. This construction represents nearly an 8 percent increase in new production floorspace and yields a new total of at least 274,550 square meters.

Production

10. (TSR) After the initial indication of series production of FISHBED in late January 1971, the number of FISHBEDs observed at the flyaway airfield increased rapidly to 20 by July 1971 and remained at or near that level until December 1972. However, from mid-1972 through 1973 a significant number of the aircraft were observed without empennage sections (Figure 2), indicating that either engine or mechanical malfunctions had been experienced on the aircraft. In each case, the empennage sections were not seen at or near the aircraft. This malfunction was probably the major factor for the suspension of FISHBED production in late 1972.

11. (TSR) The following graph (Figure 3) depicts the number of FISHBEDs observed at Plant 132 and its flyaway airfield on all clear, representative imagery available from November 1968 through early August 1978. It also shows the relationship of the probable malfunctioning aircraft with aircraft production.

12. (TSR) Following the suspension of FISHBED production, the graph appears to indicate that the 20 FISHBEDs seen as late as mid-1972 were delivered to operational units as each aircraft became fully operational. It may also indicate that a new series of malfunctions in the aircraft has developed in 1978.

Sanitized Copy Approved for Release 2010/03/11 : CIA-RDP78B07179A000100420001-2

Page Denied

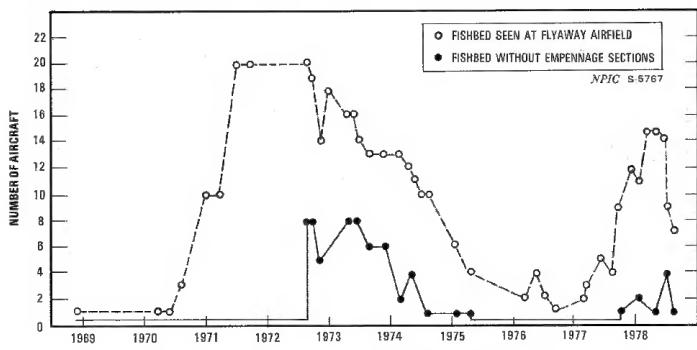


FIGURE 2. FISHBED AT CHENG-TU AIRFRAME PLANT 132

13. (TSR) The Cheng-tu Airframe Plant 132 continues to perform major overhaul and modification on the PRC's aging FRESCO fleet. The number of FRESCOs observed at the flyaway airfield has increased during the reporting period, averaging 20 in 1976 and 30 in 1977. Since December 1977 the average number has increased to 46 FRESCOs. Although the cockpit area on most of the FRESCOs seen at the plant is covered by canvas, an increasing number of two-seat aircraft have been identified. Twenty-seven of the 32 FRESCOs seen on [redacted] were the two-seat variant, and on [redacted] at least 37 of the 46 observed were two-seat variants. On [redacted] eight forward fuselage sections of single-seat FRESCOs were seen near an assembly shop building. This was the first indication that the PRC was removing the single-seat cockpit section and replacing them with a two-seat section. The increasing number of two-seat FRESCOs suggests that a new role for this aged aircraft is being developed. It is possible that the second position could be used by an observer in tactical forward-ground-control situations.

REFERENCES

IMAGERY

(TSR) All applicable KEYHOLE imagery acquired from November 1968 [redacted] through early August 1978 [redacted] the information cutoff date, was used in the preparation of this report.

25X1
25X1
25X1

MAPS OR CHARTS

SAC, US Air Target Chart, Series 200, Sheet 0495-7, scale 1:200,000 (UNCLASSIFIED)

25X1
25X1
25X1

DOCUMENTS

1. NPIC [redacted] RGA-09/0036/75, *Cheng-tu Airframe Plant 132*, Dec 74 (TOP SECRET) [redacted]
2. NPIC [redacted] RGA-09/0008/73, *Cheng-tu Airframe Plant 132*, Sep 72 (TOP SECRET) [redacted]

25X1
25X1
25X1
25X1

REQUIREMENT

COMIREX J02
Project 280056DJ

(S) Comments and queries regarding this report are welcome. They may be directed to [redacted] Asian Forces Division, Imagery Exploitation Group, NPIC, [redacted]

25X1

Top Secret



Top Secret